

# Southern National Omnibus Co Ltd 1929 - 1969



Part 1: 1929 - 1948

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Cover Illustration: No. 1613 (LTA772) was a 1951 Bristol LWL5G with ECW B39R bodywork acquired from Western National in 1960 to whom it was new. Withdrawn in 1968 it was sold into preservation and is seen here looking just as it did in service with Southern National. (John Blannin).

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The Southern Railway (SR) was formed under the 1923 groupings which established the 'big four' railway operators. The only motorbus service directly operated by the Southern Railway was the Exeter to Chagford service which it had inherited from one of its constituent companies the London & South Western Railway, which ceased in September 1924. Other services in which the SR was involved were at Weymouth (jointly with the Great Western Railway) and contract services from Clovelly to Bude and Bideford and from Camelford to Tintagel and Boscastle.

Following the enactment of the Southern Railway (Road Transport) Bill on 3 August 1928 the SR began to purchase shares in existing bus companies that ran services within its operating area, with the contract services being taken over by the bus companies that the SR had an interest in, e.g. the Weymouth joint service was taken over by Southern National on 1 January 1934.

The National Omnibus & Transport Company (NOTC), descended from Thomas Clarkson's National Steam Car Company established in 1909, was the major operator in the SR's area and following negotiations a new company was formed - Southern National, in which each partner took a 50% shareholding. Negotiations were finalised on 29 July 1929 and Southern National was incorporated. Southern National's operating area was roughly designated as Somerset and Dorset (centred on Bridport, Portland, Weymouth and Yeovil), along with North Cornwall and North Devon (centred on Bude,

Westward Ho!, Barnstaple, Lynton, Bideford, Ilfracombe and Newquay), the latter jointly with Western National. A number of summer season express services from London to those areas was also inherited from the NOTC.

174 vehicles passed from the NOTC to the newly formed Southern National under three agreements dated 17 April 1929, 29 July 1929 and 14 August 1929 with an additional 11 vehicles being transferred on 4 May 1931 after the NOTC's Shepherd's Bush garage was divided between Eastern National, Western National and Southern National. The NOTC's green and ivory livery was also inherited by Southern National. Unlike the Great Western Railway, the Southern Railway contributed no vehicles to the new company.

The Southern Railway soon made the most of its interest in omnibus services by divesting itself of expenses incurred with agents and contractors for maintaining road-rail connections which could now be covered by Southern National buses. The association between Southern National and the SR was also convenient for servicing the railway's goods wagons such as those based at Crewkerne Station, South Molton Road Station and Ilfracombe at local Southern National depots.

When the 1930 Road Traffic Act became law requiring licences to be held for all services operated, Southern National's services lay within two traffic areas - 'Southern' and 'Western' meaning that routes originating in one area and passing into the other required a licence from one and

confirmation and no objections from the other. After 3 years the 'Southern' area was abolished making licensing simpler. In the run up to the enactment of the Road Traffic Act there was a scramble by many proprietors to establish new services in the hope that they would later be granted a licence. As a consequence a number of smaller operators were purchased by Southern National, which would not have been of interest prior to the 1930 Act but had now become saleable because of the value of the licences they held.

On 7 February 1931 Southern National (along with the Eastern and Western National Companies) came under the control of Thomas Tilling Ltd after discrete negotiations had taken place, resulting in an offer to purchase the NOTC's entire shareholding, the NOTC subsequently becoming just a holding company.

During 1932 several small operators were acquired including K & M Cox's 'Wincanton Motor Service' which had a network of mainly market day and weekend services that covered Yeovil, Shaftesbury, Frome, Salisbury and Starminster Newton, which although looking impressive on the route map, could easily be covered by the two Thornycroft buses that came with the purchase. It was an important acquisition since it established Southern National in an area it had long sought to obtain a foothold.

In 1933, under Tilling management, a new policy of acquiring competing

or complementary businesses at a sensible cost was pursued, resulting in the acquisition of many smaller operators, although some were acquired to prevent the licences falling into the hands of a competitor and not for the amount of additional revenue that might accrue. Some 40+ new services were thus added to the Southern National network in the period to 1935.

The acquisition of Elliott Brothers' 'Royal Blue' express network by Tilling in 1935 added to Southern National's expanding express services and brought a number of high quality coaches into the fleet. The 'Royal Blue' trading name was retained by Tilling for express services, which had been divided between Southern and Western National following the purchase, and express coaches of both operators continued to use the fleetname. In 1936 the express service of Harding's 'Scarlet Pimpernel' was acquired and the Ilfracombe to London service was added to the Royal Blue network whilst the Tours and Excursions licences passed to Southern National. Scarlet Pimpernel had been the last operator outside the company's express coach network and remained a Southern National subsidiary until 1952 when the last coaches were withdrawn and the use of the fleetname and scarlet and cream livery was discontinued.

With the onset of World War II in September 1939 and the Government's directive to save fuel meant that service mileage was in general reduced by around 40%, achieved by withdrawing some evening journeys and

finishing earlier. Sunday morning services were abandoned with lightly trafficked daytime services suffering the same fate and some services were withdrawn completely. As private motoring became more difficult people turned to the buses and the number of passenger journeys increased substantially. Southern National, in common with other operators, was called upon to provide special transport for such as munitions workers and armed forces movements which resulted in total use of the fleet and licensed vehicles had to be brought in from other sources to maintain services.

Following the end of the War there was a slow resumption of services and in April 1946 the Royal Blue express services, which were terminated in 1942, began to return to normal.

With the postwar boom in building many new housing estates were built which required Southern National to introduce many new services, with later return times being introduced on country services to meet demand.

In 1947 Southern National appealed against the granting of a licence to small independent Bere Regis & District for a daily service from Yeovil to Sherborne and Dorchester linking two existing routes. The appeal was rejected by the Minister of Transport. Southern National already operated a summer service on the route but had not yet fully restored it, this prompted the company to oppose Bere Regis applications at every

opportunity as the independent embarked on a programme of expansion in South Dorset, an area in which Southern National sought to introduce its own services.

The first postwar General Election resulted in a Labour Government, who seemed intent on nationalising anything of importance, including the bus industry. Sir John Heaton, chairman of the Tilling Group, negotiated a settlement with the Labour Government and on 1 January 1948 the Tilling Group (which included the Southern National company) was acquired by the British Transport Commission (BTC) under the provisions of the 1947 Transport Act. Southern National thus became a nationalised company although it continued to retain its individual identity.

By 1948 the last of the wartime services had been restored and the level of services provided continued to increase. Traffic receipts, especially from the express services increased considerably as people sought to get away to the coast. Despite new vehicle deliveries continuing, demand for vehicles exceeded the capacity of Southern National's own fleet to such an extent that vehicles had to be hired from other operators, particularly coaches for the Royal Blue express services. 1948 proved to be one of the most profitable years for Southern National. In subsequent years profits were eaten away by spiralling costs bringing the inevitable constant struggle to match revenue with increasing costs and the inevitable fall in passenger numbers. The Royal Blue express coach network, however,



steadily expanded with revenue being particularly buoyant. By 1950 the increasing number of buses becoming available meant a significant reduction in the hiring of vehicles from outside operators.

The ancient Bell Punch ticket system was finally replaced between November 1952 and June 1953 by Setright machines and also in 1952 Southern National acquired Blake's Bus Services of Delabole who operated eighteen services, along with the garage and seventeen vehicles. In 1953 an offer for the business of Hutchings & Cornelius of South Petherton was made, although it was subsequently withdrawn and the business continued for many more years. During 1955 Southern National acquired the stage services of the Chard & District company and Greyhound of Bridport, whilst, in Cornwall, the old established Wadebridge to Port Isaac route of Prout Brothers was acquired. In the same year the route from Yeovil to Bower Hinton operated by J A Wintle of Bower Hinton along with three buses was also acquired, becoming Southern National's route 14A.

By the late fifties the Company was suffering an endless round of fares increases to cover increasing costs, which drove even more passengers to seek alternative means of travel; pruning and re-adjustment of the route network, including complete withdrawal of some routes, also added to the fall in revenue. Only the Royal Blue express network benefited from passenger support and this was fostered by extending or introducing additional journeys at night or weekends in high season, all of which

boosted revenue. However on 20 July 1957 at the peak of summer traffic bus crews staged a strike over the pay differential between London and Provincial busmen and brought the Company to a standstill. The matter was settled by a tribunal but not before substantial damage was done to the express network by the cancellation of hundreds of bookings, destroying much of the goodwill that had been built up over the years. It took until 1962 before booking numbers returned to pre-strike levels.

In May 1968 a new bus and coach station at Earle Street, Yeovil opened and Southern National services which had previously used various terminals in the town were transferred there.

The National Bus Company (NBC), formed on 28 November 1968, assumed control of the Southern National Omnibus Company from 1 January 1969 and just one year later, on 1 January 1970, under NBC rationalisation, Southern National was integrated with its neighbour Western National, bringing its separate operating existence to an end.

## Bus Fleet List

### Part 1: 1929-1948

This listing is in the format - Year into service; Fleet No; Reg. No; Chassis; Chassis No; Body; Seating.

#### 1929

*Vehicles acquired on formation from National Omnibus & Transport Company.*

2007	HK5138	AEC YC	13816	Dodson	030/26R0
2009	XA8366	Dennis Subsidy 4-ton	12292	Dodson	B28R
2010	HK5612	Dennis Subsidy 4-ton	12291	Dodson	B24R
2012	HK6416	Dennis Subsidy 4-ton	12328	Dodson	B26R
2024	BM7769	Dennis Subsidy 4-ton	12345	Dodson	B32R
2027	BM7814	Dennis Subsidy 4-ton	12329	Dodson	B32R
2032	BM8020	Dennis Subsidy 4-ton	12348	Dodson	B32R
2066	HK8048	AEC YC	11591	Dodson	028/26R0
2072	XA9677	AEC YC	15256	Dodson	036/26R0
2092	Y9178	AEC YC	15262	Hickman	028/26R0
2093	HK9082	AEC YC	13158	Hickman	B31R
2098	XB9112	AEC YC	13608	Dodson	B32F

## 1929 (continued)

2158	YA2992	Burford 30cwt	C26	Hickman	B14F
2159	DD787	Burford 30cwt	C34	Hickman	B14F
2160	N05376	Burford 30cwt	C35	Hickman	B16F
2186	PU3476	AEC YC	8864	Dodson	028/24R0
2199	PU3895	Burford C	BE511V	Strachan & Brown	B22F
2227	FX5997	Dennis Subsidy 4-ton	??	Dodson	B32R
2235	NM1422	Dennis Subsidy 4-ton	9061	Dodson	B32R
2237	NM4568	Dennis Subsidy 4-ton	8935	Dodson	B32R
2238	NM4809	Dennis Subsidy 4-ton	9603	Dodson	B32R
2239	NM5810	Dennis Subsidy 4-ton	11698	Dodson	B32R
2240	NM5809	Dennis Subsidy 4-ton	11457	Dodson	B32R
2253	NM1019	Dennis Subsidy 4-ton	8274	Dodson	B32R
2259-2260	NM1423-24	Dennis Subsidy 4-ton	9307/153	Dodson	B32R
2261	NM1960	Dennis Subsidy 4-ton	8503	Dodson	B32R
2263-2264	NM2612-13	Dennis Subsidy 4-ton	8097/9103	Dodson	B32R
2269	NM4463	Dennis Subsidy 4-ton	11458	Dodson	B32R
2279	BH9480	AEC YC	??	Dodson	028/26R0
2285	TW3612	AEC YC	9461	Hickman	028/26R0
2286	PR7178	AEC YC	??	Hickman	028/26R0
2294	PR7002	Guy B	B1933	Hickman	B26F
2295	PR7059	Guy B	B1935	Hickman	B26F

## 1929 (continued)

2296	PR6861	Guy B	B1934	Hickman	B26F
2297	TW3478	Guy BB	BB1950	Hickman	B26F
2302	TW3701	Guy BBK	BBK1942	London Lorries	C25D
2305	TW3100	Guy BB	BB1941	London Lorries	C25D
2310	TW4094	Guy BB	BB1965	London Lorries	C25D
2313	TW3479	Guy BB	BB1974	London Lorries	C25D
2323	PR7177	Guy J	J4676	Guy	T20
2324	PR7176	Guy J	J4677	Guy	T20
2335	TW8934	Leyland LC1	45717	Strachan&Brown	B26R
2337	TW8933	Leyland LC1	45720	Strachan&Brown	B26R
2339-2340	VW192-93	Leyland LC1	45755/89	Strachan&Brown	B26R
2344-46	PR8875-77	Guy BA	??-??	Short	B20F
2352	VW187	Leyland LC1	45722	Beadle	C26D
2353	VW126	Leyland LC1	45723	Beadle	C26D
2355	TW9349	Leyland LC1	45725	Beadle	C26D
2364-2365	VW188-89	Leyland LC1	45751-52	Beadle	C26D
2368	PR9288	Guy FOW	FOW8754	Beadle	T25
2369	PR9287	Guy FOW	FOW8753	Beadle	T25
2370	PR9286	Guy FOW	FOW8752	Beadle	T25
2377	TW8450	Dennis E	17148	Strachan&Brown	B32D
2378	TW8463	Dennis E	17151	Strachan&Brown	B32D
2379-2380	PR9051-52	Dennis E	17152/65	Strachan&Brown	B32D

## 1929 (continued)

2381-2382	PR9053-54	Dennis E	17166/68	Strachan&Brown	B32D
2389	PR4884	GMC K16RH	??	??	C14F
2391	PR3275	GMC K16RH	??	??	B14F
2400	TW9337	Guy B	B22403	London Lorries	C20R
2401	VW197	Leyland LSC3	45890	Strachan&Brown	B32R
2404-2405	VW200-01	Leyland LSC3	45894/93	Strachan&Brown	B32R
2406-2408	VW202-04	Leyland LSC3	45895-97	Strachan&Brown	B32R
2414	TW9339	Guy BB	BB22398	London Lorries	C26D
2415	VW181	Guy BB	BB22397	London Lorries	C26D
2417-2418	VW182-83	Guy BB	BB22399/412	London Lorries	C26D
2420-2421	VW185-86	Guy BB	BB22423/13	London Lorries	C26D
2439	U0255	Chevrolet X	11142	Wilton	B14F
2440	U0394	Chevrolet X	11254	Wilton	B14F
2442	TA7269	Leyland RAF	22942	Strachan&Brown	B26D
2443	TA7326	Leyland RAF	22944	Leyland	B24D
2445	YA2723	Leyland S5	22553	Strachan&Brown	B26D
2453	TT8687	Leyland C7	35855	??	B29?
2454	YA3502	Leyland RAF	23539	??	B32?
2455	TT4836	Leyland A9	35728	Leyland	B20F
2457	TT4837	Leyland A9	35730	Leyland	B20F
2458	YB3357	Leyland A9	35729	Leyland	B20F
2467	T9424	Guy 30cwt	883	??	B14?

## 1929 (continued)

2471	TT8676	Reo Speedwagon F	130449	Strachan&Brown	C20?
2472	TT4888	Reo Speedwagon F	116739	??	C17?
2473	T8296	Guy 2-ton	623	??	B18?
2474	T7330	Guy 30cwt	547	??	B14?
2475	YA6757	Lancia Z	1645	Alldays	C14?
2509	YC1632	Dennis E	17313	Strachan&Brown	B32F
2511	RL5942	Chevrolet	??	??	B14?
2512	RL367	Chevrolet	??	??	B11?
2513	RL5627	Reo	??	??	B17?
2514	RL740	Reo	??	??	C13?
2517-2518	U05815-16	Leyland LSC3	46619/27	Strachan&Brown	B32R
2519	U05814	Leyland LSC3	46628	Strachan&Brown	B32R
2531	TK617	Leyland LSC1	46397	Strachan&Brown	B28R
2533	TK618	Leyland LSC1	46399	Strachan&Brown	B28R
2535	TK1115	Leyland LSC1	46451	Strachan&Brown	B28R
2544	DR3352	Leyland LC1	46799	Beadle	C26D
2545	DR3405	Leyland LC1	46800	Beadle	C26D
2550	TK834	Leyland LC1	46806	Beadle	C26D
2551	VW4577	Leyland LC1	46805	Beadle	C26D
2554	VW4707	Leyland LC1	46809	Beadle	C26D
2557	VW4718	Leyland LC1	46812	Beadle	C26D
2559	VW4720	Leyland LC1	46814	Beadle	C26D

## 1929 (continued)

2561-2562	VW4742-43	Leyland LC1	46819/17	Beadle	C26D
2563	VW4715	Leyland LC1	46816	Beadle	C26D
2564	VW4709	Leyland LC1	46821	Beadle	C26D
2565	VW4713	Leyland LC1	46820	Beadle	C26D
2566	VW4712	Leyland LC1	46822	Beadle	C26D
2569	VW5404	Leyland LC1	46815	Beadle	C26D
2570	YC3210	Leyland LSC1	46401	Strachan&Brown	B28R
2571-2572	TK835-36	Leyland LSC1	46449-50	Strachan&Brown	B28R
2573	TK1116	Leyland LSC1	46448	Strachan&Brown	B28R
2574	TK833	Guy BA	??	Beadle	C20F
2575	VW4865	Guy BA	BA2557	Beadle	C20F
2576	PR4282	Thornycroft A1	11274	??	B19?
2580	PR6610	Guy BA	??	??	B16?
2581	PR2148	Guy BA	??	??	B16?
2592	VW4862	Chevrolet LO	41276	Strachan&Brown	B14F
2594	VW4864	Chevrolet LO	41360	Strachan&Brown	B14
2595	VW4861	Chevrolet LO	41411	Strachan&Brown	B14F
2604	VW5924	Leyland LSC3	47323	Beadle	B32R
2605	VW5828	Leyland LSC3	47324	Beadle	B32R
2607	VW5999	Leyland LSC3	47327	Beadle	B32R
2608	VW5922	Leyland LSC3	47325	Beadle	B32R
2795	VW6640	Leyland TS1	60071	Beadle	C30R



## 1929 (continued)

2800	YC4664	Leyland LSC3	47585	Strachans	B32R
2802	YC4663	Leyland LSC3	47593	Strachans	B32R
2812	YC4906	Leyland LSC3	47731	Strachans	B32R
2816	YC4905	Leyland LSC3	47732	Strachans	B32R
2836-2839	TK2189-91	Leyland LSC3	47800-01/06	Strachans	B32R
2848-2849	DR4901-02	Leyland TD1	70548-49	Leyland	L24/24R0
2856	DR5200	Guy BA	BA2621	Hoyal	C20F
2857	TK2730	Guy ONDL	ONDL9254	Guy	T32
2858	TK2830	Guy ONDL	ONDL9255	Guy	T32
2865	UU9416	Leyland TS2	60424	Beadle	C26D
2867	UU9418	Leyland TS2	60426	Beadle	C26D
2876-2877	DR5276-77	AEC Reliance	660016/35	Strachans	B32F
2878	UU7665	AEC Reliance	660037	Strachans	B32F
2880	DR5112	AEC Reliance	660033	Strachans	B32F
2882-2883	DR5420-21	AEC Reliance	660036/53	Strachans	B32F
2884-2885	UU7666-67	AEC Reliance	660054/57	Strachans	B32F
2888	YC6651	AEC Reliance	660085	Dodson	B32F
2889	TK2729	AEC Reliance	660082	Dodson	B30F
2892	UU5448	AEC Reliance	660108	Dodson	B30F
2894	UU5449	AEC Reliance	660109	Dodson	B30F
2895	TM5265	AEC Reliance	660110	Dodson	B32F
2897	UU5451	AEC Reliance	660106	Strachans	B30F

**1929 (continued)**

2904-2905	TK3023-24	AEC Regent	661007/05	Short	H26/24R0
2906-2908	DR5197-99	Leyland TD1	70709-11	Leyland	L24/24R0
2910	UU5655	Guy BA	BA2623	Strachans	C20?
2911	DR5227	Guy BA	BA2624	Strachans	C19?
2912	UU7222	Guy BA	BA2622	Strachans	C19?
2914	UU7224	Guy BA	BA2626	Strachans	C19?

*All the above vehicles retained their NO&TC fleet numbers with Southern National.*

Nos. 2335, 2337, 2339-2340 re-bodied by Mumford to C26R in 7/35, 7/35, 6/36, 7/35 respectively.

Nos. 2352-2353 re-bodied by Beadle to B26F in 2/32; rebuilt to C26R by Mumford in 5/35, 3/35 respectively.

No. 2355 re-bodied by Beadle to B26F in 2/32; rebuilt By Mumford to C26R in 6/35.

Nos. 2364-2365 rebuilt by Mumford to C25R in 4/35.

Nos. 2401, 2404-2408 re-bodied by Mumford to B32R in 2/36, 1/36, 1/36, 2/36, 2/36, 3/36 respectively.

No. 2474 probably not operated (may have been acquired as withdrawn vehicle).

Nos. 2517-2519 re-bodied by Mumford to B32R in 5/37, 6/37, 2/37 respectively.

**1929 (continued)**

Nos. 2531, 2533, 2535 re-bodied by Mumford to B26R in 3/36, 2/36, 4/36 respectively.

Nos. 2544-2545 rebuilt by Mumford to C26R in 4/35.

No. 2550 re-bodied by Beadle to B26D in 2/32; rebuilt to C26R by Mumford in 5/35.

Nos. 2551, 2554, 2557, 2559 rebuilt by Mumford to C25R in 7/35, 5/35, 7/35, 7/35 respectively.

Nos. 2561-2566, 2569 rebuilt by Mumford to C25R in 7/35, 5/35, 4/35, 4/35, 5/35, 7/35, 7/35 respectively.

Nos. 2571 -2573 re-bodied by Mumford to B26R in 3/36, 4/36, 2/36 respectively.

Nos. 2604-2605, 2607-2608 re-bodied by Mumford to B32R in 7/37, 5/37, 2/37, 3/37 respectively.

No. 2795 re-bodied by Duple to C31F in 4/38.

Nos. 2800, 2802, 2812, 2816 re-bodied by Mumford to B32R in 7/37, 7/37, 8/37, 3/37 respectively.

No. 2839 re-bodied by Mumford to B32R in 6/36.

No. 2848 re-bodied by Beadle to L26/26R in 1946.

Nos. 2865, 2867 re-bodied by Mumford to C32R in 7/36

No. 2876 re-bodied by Mumford to B32R in 4/36.

No. 2877 re-bodied by BBW to B32R in 6/37.

No. 2878 re-bodied by Mumford to B32R 5/36.

**1929 (continued)**

No. 2880 re-bodied by BBW to B32R in 6/37.

No. 2888 re-bodied by BBW to B32R in 6/37.

No. 2895 re-bodied by BBW to B32R in 5/37.

No. 2897 re-bodied by Mumford to B32R in 5/36.

No. 2904-2905 re-bodied by Beadle to L26/26R in 4/43, 12/43 respectively.

Nos. 2906-2908 re-bodied by Beadle to L26/26R in 1946.

Withdrawn **unknown** (2442, 2445), **1929** (2098, 2286, 2453, 2467), **1930** (2158, 2454, 2472-2473), **1931** (2007, 2009, 2012, 2072, 2159, 2239-2240, 2285, 2440), **1932** (2032, 2092-2093, 2439), **1933** (2010, 2024, 2066, 2160, 2186, 2199, 2227, 2235, 2237-2238, 2253, 2259-2261, 2263-2264, 2269, 2279, 2294-2295, 2297, 2302, 2310, 2313, 2345-2346, 2353, 2389, 2391, 2443, 2455, 2458, 2471, 2475, 2509, 2511-2514, 2576, 2580, 2592, 2595), **1934** (2027, 2296, 2305, 2377-2382, 2581), **1935** (2344, 2400, 2414, 2417-2418, 2420, 2457, 2574-2575 2594, 2856, 2911), **1936** (2352, 2421, 2570, 2883, 2910, 2912, 2914), **1937** (2323-2324, 2368-2370, 2415, 2837, 2849, 2877, 2889, 2892), **1938** (2836, 2857, 2885, 2894), **1939** (2802, 2816, 2882, 2884), **1940** (2605, 2876, 2878, 2888, 2895, 2897), **1941** (2858), **1942** (2839), **1943** (2561), **1944** (2406), **1945** (2557), **1946** (2335, 2337, 2339-2340, 2355, 2364-2365, 2544-2545, 2550, 2559, 2562-2566, 2569), **1947** (2551, 2554), **1948** (2404, 2800), **1949** (2401, 2405, 2407-2408, 2517-2518, 2531, 2533, 2572-2573, 2607-2608, 2812, 2880), **1950** (2535, 2571), **1951** (2867), **1953** (2795, 2865, 2904-2905), **1954** (2519, 2604), **1955** (2848, 2906-2908).



No. 2518 (U05816) was a 1928 Leyland LSC3 inherited from the National Omnibus & Transport fleet. It originally carried Strachan & Brown B32R bodywork, but is seen here with the later 1937 Mumford B32R body. (Bus Archive).

## 1930

2937	U01941	Dennis 30cwt	51639	Dennis	B20F
2969	TK4881	Guy OND	OND9535	Strachans	B14?
2970	YC8665	Leyland LT2	50939	Strachans	B32R
2971	YC8685	Leyland LT2	50940	Strachans	B32R
2972-2975	YC8984-87	Leyland LT2	50941-44	Strachans	B32R
2976-2979	YC9411-14	Leyland LT2	50945-46/52/48	Strachans	B32R
2981-2982	DR6955-56	Leyland TS2	61034/42	Strachans	B32R
2983-2984	GF7299-300	Leyland TS2	61040-41	Duple	C28D
2985	DR6957	Leyland TD1	71253	Leyland	L24/24R
2986	DR7099	Leyland TD1	71254	Leyland	L24/24R
2987	DR7071	Gilford CP6	11427	Duple	C20F
2988-2989	TK4739-40	AEC Regal	662245/44	Strachans	B32R
2990	GJ9036	AEC Regal	662249	Strachans	B32R
2991	TK4772	AEC Regal	662247	Strachans	B32R
2992-2995	TK4882-85	AEC Regal	662248/51/46/50	Strachans	B32R
3000	DR7100	Leyland LT2	50957	Strachans	B32R
3031	TK4294	AEC Regent	661518	Short	L24/26R
3032	TK4738	AEC Regent	661518	Short	L24/26R
3039	DV741	Chevrolet LQ	51120	??	B16F
3040	HT3616	Buick	??	Buick	-7-
3041	U03486	ADC 416D	416329D	Strachan&Brown	B32D
3042	C09771	Daimler CM	??	Mumford	B26R

**1930 (continued)**

<b>3043</b>	<b>MT441</b>	<b>AEC 426</b>	<b>426158</b>	<b>Hall Lewis</b>	<b>B29D</b>
<b>3044</b>	<b>TA2603</b>	<b>FIAT</b>	<b>53A18P</b>	<b>Ellis</b>	<b>B14F</b>
<b>3045</b>	<b>UA4042</b>	<b>Saurer</b>	<b>??</b>	<b>??</b>	<b>C28?</b>
<b>3046</b>	<b>XK3692</b>	<b>Hudson Essex</b>	<b>??</b>	<b>Hudson</b>	<b>-8-</b>
<b>3047</b>	<b>U06326</b>	<b>Guy BA</b>	<b>BA2542</b>	<b>??</b>	<b>C19F</b>

No. 2937 ex-Bushell, Clovelly (new 1927).

Nos. 2970, 2972-2973, 2979 re-bodied by Mumford to B32R in 8/38, 7/38, 7/38, 7/38 respectively.

Nos. 2971, 2974-2978 re-bodied by BBW to B32R in 4/37 or 5/37[2978].

Nos. 2981-2982 re-bodied by Beadle to C28R in 5/37, 6/37 respectively.

No. 2984 re-bodied by Duple to C31F in 6/38.

Nos. 2985-2986 re-bodied by Beadle to L26/26R in 12/47.

No. 2988 re-bodied by Duple to C31F in 6/38.

Nos. 2989-2995 re-bodied by Duple to C32F in 3/38, 2/38, 1/38, 1/38, 1/38, 1/38, 2/38 respectively.

No. 3000 re-bodied by Mumford to B32R in 7/38.

Nos. 3031-3032 re-bodied by Beadle to L26/26R in 12/44.

No. 3039 ex-Braund, Braunton (new 1929 as B20F).

Nos. 3040-3046 ex-Hodges, Combe Martin (new 1921, 1927, 1926, 1928, 1921, 1928, 1922 respectively; Nos. 3040, 3046 were cars).

Nos. 3047 ex-Squire, Barnstaple (new 1928).

**1930 (continued)**

Withdrawn **1930** (3040), **1932** (3044), **1933** (3046), **1934** (2983, 3041-3042), **1935** (2937, 2969, 3043, 3047), **1936** (3039, 3045), **1937** (2987), **1950** (2971-2972, 2974, 2976, 2978-2979, 2991), **1951** (2992), **1952** (2975, 2977, 2981-2982, 2988, 3000), **1953** (2973, 2984, 2990, 2993-2995, 2970), **1954** (2989), **1955** (2985-2986, 3031-3032).



## 1931

2282	XY6572	Saurer	20012/33	Duple	C20D
2317	PR6464	Guy BA	??	Beadle	C14F
2361	TW9357	Leyland LSC3	45757	Strachan&Brown	C32R
2372	TW9860	ADC416A	416147	Strachan&Brown	C28D
2376	TW9351	ADC416A	416144	Strachan&Brown	C28D
2539	VW4740	Leyland LSC3	46832	Strachan&Brown	C31R
2793-2794	UU1564-65	Leyland TS1	60166/305	Beadle	C26R
2868	UU7664	Leyland TS2	60427	Beadle	C26D
2872	UU9419	Leyland TS2	60428	Beadle	C26D
2873	UU1895	Leyland TS2	60432	Beadle	C26R
2874	UU1894	Leyland TS2	60433	Beadle	C26D
3090	TK6377	AEC Regal	662894	Beadle	B32R
3091	TK6379	AEC Regal	662895	Beadle	B32R
3092	TK6378	AEC Regal	662896	Beadle	B32R
3093-3094	TK6518-19	AEC Regal	662898/97	Beadle	B32R
3095	TK6525	AEC Regal	662899	Beadle	B32R
3096-3097	DR8588-89	Leyland TS1	61725-26	Beadle	B31R
3098	DR8716	Leyland TS1	61727	Beadle	B31R
3099	DR8768	Leyland TS1	61728	Beadle	B31R
3100	DR8883	Gilford AS6	11712	Beadle	C20F
3101	DR8804	Leyland TD1	72033	Strachans	L27/24R
3102	DR8803	Leyland TD1	72032	Strachans	L27/24R

## 1931 (continued)

3103	DR8816	Leyland TD1	72034	Strachans	L27/24R
3104	YD2307	Leyland TS1	61733	Duple	C26D
3105	TK6402	Leyland TS1	61734	Duple	C26D
3106	DR8526	Gilford AS6	11713	Duple	C20F
3107	TK6401	Gilford AS6	11714	Duple	C20F
3108	DR8728	Thornycroft BC	19532	Mumford	B26F
3109	DR8947	Thornycroft BC	19533	Mumford	B26F
3110	DR8525	Leyland TS1	61730	Mumford	C26R
3111	DR8639	Leyland TS1	61731	Mumford	C26R
3112	DR8729	Reo Speedwagon	FB1692	Mumford	B20F

Nos. 2282, 2361, 2372, 2376, 2539, 2793-2794, 2868, 2872-2874 ex-National Omnibus & Transport Co (new 1926, 1927, 1927, 1927, 1928, 1929, 1929, 1929, 1929, 1929 respectively); No. 2361 re-bodied by Mumford to B32R 6/35; No. 2539 re-bodied by Mumford to B32R in 6/35; Nos. 2793-2794 re-bodied by Beadle to C30R 5/33; No. 2793 re-bodied again by Duple to C31F in 2/38; No. 2794 re-bodied again by Beadle to C31R in 4/39; No. 2868 re-bodied by Beadle to C30R in 5/33; No. 2868 re-bodied again by Duple to C32F in 11/43; No. 2872 re-bodied by Beadle to C30R in 5/33; No. 2872 re-bodied again by Duple to C32F in 12/43; No. 2873 re-bodied by Beadle to C30R in 6/33; No. 2873 re-bodied again by Duple to C32F in 12/43; No. 2874 re-bodied by Beadle to C31R in 6/33 - fitted with 1937

### 1931 (continued)

BBW B32R body ex-3545 in 3/46.

No. 2317 ex-Western National (new 1926 to National Omnibus & Transport Co).

Nos. 3090-3091 re-bodied by Duple to C32F in 2/38, 5/39 respectively.

Nos. 3092, 3094 re-bodied by Beadle to B25FG (with goods compartment at rear) in 7/38.

No. 3093 re-bodied by Duple to C32F in 5/39.

Nos. 3095-3096 re-bodied by Duple to C31F in 6/39.

Nos. 3097-3098, 3110-3111 re-bodied by Beadle to C32F in 6/39.

Nos. 3101-3102 re-bodied by Beadle to L26/26R in 4/44, ?/46 respectively.

Nos. 3104-3105 re-bodied by Beadle to C31R in 5/39.

Withdrawn **1933** (2282), **1934** (2317, 2372, 2376), **1935** (3099), **1936** (3100, 3108), **1937** (3103, 3106-3107, 3109, 3112), **1949** (2361, 2539), **1950** (3095-3096), **1951** (3090, 3093, 3097, 3104, 3110), **1952** (2872, 3091, 3098, 3105, 3111), **1953** (2793-2794, 2868, 2873-2874), **1954** (3094), **1955** (3092, 3101-3102).

## 1932

3336	DR9942	Leyland TD2	1056	Strachans	L27/24R
3337	DR9988	Leyland TD2	1058	Strachans	L27/24R
3338	JY84	Leyland TD2	1057	Strachans	L27/24R
3339-3341	JY85-87	Leyland KP3	485/87-88	Duple	C20R
3342	JY130	Leyland KP3	484	Duple	C20R
3343	JY129	Leyland KP3	486	Strachans	B20F
3344-3345	YD4701-02	Leyland TS1	1059-60	Duple	C26R
3346-3347	YD4525-26	TSM B49A7	8676-77	Beadle	B32R
3348	YD4703	TSM B49A7	8678	Beadle	B32R
3349-3352	TK7705-08	AEC Regal	6621310-13	Duple	C26R
3381	YB8347	Reo Speedwagon F	129298	??	C14F
3382	YB9831	Reo Pullman	GE457	??	C20?
3383	YC2982	Reo Pullman	GE385	??	C20F
3384	YC9732	Commer 6TK	28104	Hoyal	C20?
3385	YD2495	Bedford WLG	113225	Duple	C18F
3386	YC6303	Star Flyer VB4	1056	Alldays	C20?
3387	YC3054	Reo Sprinter	FAX5565	??	C20F
3388	YC7637	Chevrolet LQ	59395	??	B14F
3389	YC3053	Reo Sprinter	FAX5557	??	B20F
3391	YA5721	Leyland	3666	??	B25?
3392	YB7867	Chevrolet X	11299	??	B14?
3393	YD4906	Dennis Dart	75744	Duple	C20F

**1932 (continued)**

<b>3394</b>	<b>YC4067</b>	<b>Thornycroft SB</b>	<b>14949</b>	<b>Hall Lewis</b>	<b>B26F</b>
<b>3395</b>	<b>YC3581</b>	<b>Thornycroft A2 Long</b>	<b>15364</b>	<b>Hall Lewis</b>	<b>B20F</b>

Nos. 3336-3338 re-bodied by Beadle to L26/26R in 6/43, 10/44, ?/42 respectively.

Nos. 3344-3345 re-bodied by Beadle to C32F in 6/39.

Nos. 3346-3347 re-bodied by Beadle to B35R in 3/47; No. 3336 fitted with Gardner 4LW engine 12/45; No. 3347 fitted with Gardner 4LW engine and Bristol radiator 10/48.

No. 3348 re-bodied by Beadle to B35R in 11/47 and fitted with Gardner 4LW engine and Bristol radiator.

Nos. 3349-3352 re-bodied by Duple to C32F in 7/39, 8/40, 8/40, 9/40 respectively.

Nos. 3381-3385 ex-Pennell-King, Crewkerne (new 1927, 1927, 1928, 1930, 1931 respectively); No. 3382 not operated.

Nos. 3386-3389, 3391-3392 ex-Chaplin & Rogers, Chard (new 1929, 1928, 1929, 1928, 1923, 1926 respectively).

Nos. 3394-3395 ex-Wincanton Motor Service, Yeovil (new 1928, 1928 respectively).

**1932 (continued)**

Withdrawn **1932** (3381, 3386-3388, 3392), **1933** (3383, 3389, 3391), **1935** (3394-3395), **1936** (3384-3385), **1937** (3393), **1938** (3340, 3343), **1939** (3341), **1948** (3342), **1950** (3339, 3350), **1952** (3345, 3348-3349), **1953** (3344, 3347, 3351-3352), **1954** (3346), **1955** (3336-3338).



No. 3338 (JY84) was a 1932 Leyland TD2 with Strachans L27/28R bodywork which was later re-bodied by Beadle, continuing in service for a total of 23 years. (LTHL collection).

## 1933

50-54	FJ8969-73	TSM B39A7	8688-89/96-97/99	Brush	B32R
55-61	FJ8974-80	TSM B39A7	8700-02/06/03-05	Brush	B32R
62-65	FJ8981-84	TSM B39A7	8707/15-17	Brush	B32R
3415	DL7056	Commer 6TK	28124	Grose	B20F
3416	VW6053	Chevrolet LQ	41310	??	B14F
3430	TK4474	Thornycroft A6	18315	Hall Lewis	B26F
3456	DV869	Daimler CF6	7134S	Metcalfe	C26?
3457	DV1379	Chevrolet LQ	54045	??	C14?
3459	TT5917	Ford T	11282220	??	B14F
3460	DR757	Reo Major	G2590	Mumford	Ch??
3461	DV9817	Bedford WLG	113925	??	B14F
3462	DV7075	Willys Overland	1014555	??	B14?
3469	PR8270	Chevrolet	??	??	C14F
3478	GJ3848	Gilford 1680T	11253	Wycombe	C26D
3479	GJ3850	Gilford 1680T	11251	Wycombe	C26D
3480-3485	GJ8371-76	Gilford 1680T	11484/91-92/94-96	Wycombe	C26D
3488	YX3473	Gilford 1680T	10458	London	
				Lorries	C25D

Nos. 50-57 re-bodied by ECW to B35R and fitted with Gardner 4LW engine and Bristol radiator in 3/45, 2/45, 1/46, 7/44, 4/45, 7/45, 9/45, 6/45 respectively.



### 1933 (continued)

No. 58 re-bodied by Beadle to B35R in 2/46 fitted with Gardner 4LW engine and Bristol radiator 3/48.

Nos. 59-65 re-bodied by ECW to B35R and fitted with Bristol radiator in 5/45, 8/45, 9/45, 3/46, 6/45, 1/45, 2/45 respectively.

No. 3415 ex-Hockin, Sutcombe (new 1930).

No. 3416 ex-Bassett, Knowle (new 1928).

No. 3430 ex-Beaminster Bus, Bridport (new 1930).

Nos. 3456-3457 ex-Royal Red, Ilfracombe (new 1929).

Nos. 3459-3460 ex-Brend & Son, Bideford (new 1925, 1926 respectively).

No. 3461 ex-Ley, Parkham (new 1931).

No. 3462 ex-Ashton, Parkham (new 1930).

No. 3469 ex-Peter Pan Coach, Shaftesbury (new 1927); not operated.

Nos. 3478-3485, 3488 ex-Highways(1933)Ltd, London (new 1928[3488] or 1930).

Withdrawn **1933** (3416, 3459-3460, 3462), **1934** (3480, 3483-3485), **1935** (3488), **1936** (3456-3457, 3478), **1937** (3479, 3481-3482), **1941** (3415), **1948** (3461), **1954** (50-65)



Southern National No. 61 (FJ8980) was this 1933 TSM B39A7 with Brush B32R bodywork, seen here in 1949 with an ECW B35R body and Bristol radiator. (LTHL collection).

## 1934

32	DB5148	Tilling-Stevens	B10A2	5668	Tilling	B31R
33	DB5122	Tilling-Stevens	B10A2	5604	Tilling	B31R
34	DB5124	Tilling-Stevens	B10A2	5606	Tilling	B31R
66-76	OD7778-88	TSM	B39A7	8736-46	ECOC	B32R
660-663	BTA51-54	Dennis	Mace	240029-31/27	ECOC	B26F
664-668	BTA55-59	Dennis	Mace	240033-37	ECOC	B26F
3475	GF7549	Gilford	1680T	11171	Wycombe	C26F
3476	GF3847	Gilford	1680T	11254	Wycombe	C26F
3477	GF3849	Gilford	1680T	11252	Wycombe	C26F
3486	DR8650	Morris	Viceroy	203Y	Mumford	C20F
3501	GU4934	Armstrong	Siddeley	12642	??	-7-
3502	GJ9834	Commer	6TK	28147	??	C20F
3503	TK6024	Dennis	GL	70714	Dennis	B20F
3504	TK5901	Ford	AA	??	??	B20F
3505	TK6025	Dennis	GL	70715	Dennis	B20F

Nos. 32-34 ex-North Western Road Car Co (Nos. 248, 222, 224 respectively; new 1928); Nos. 32-33 re-bodied by BBW to C32R in 3/36; No. 34 re-bodied by BBW to C32R in 8/36.

Nos. 66-76 fitted with Gardner 4LW engine and Bristol radiator in 1936; Nos. 66-68, 70-76 re-bodied by Beadle to B35R in 1945-46; No. 69 re-bodied by ECW to B35R in 1946.

**1934 (continued)**

Nos. 3475-3477 ex-Western National Omnibus Co (Nos. 3475-3477; new 1930 to Highways(1933)Ltd, Nos. 27-29).

No. 3486 ex-Western National Omnibus Co (No. 3486; new 1931 to Highways(1933)Ltd, No. 28).

No. 3501 was a car; ex-Daimler Hire Ltd (new 1929 to Thomas Tilling, No. 1288); used for hotel work in Newquay.

Nos. 3502-3505 ex-Dorchester Motor Services (new 1930[3502] or 1931).

Withdrawn **1934** (3476), **1936** (3475, 3477, 3501), **1937** (3502-3505), **1941** (664), **1946** (32-34), **1950** (665), **1951** (660-663, 666-668), **1954** (66-76).



No. 75 was another TSM B39A7 dating from 1934 but seen here in 1950 with a Beadle B35R body and Bristol PV2 radiator. (LTHL collection).

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Dennis Mace No. 668 (BAT59), now in preservation, dates from 1934 and carries an Eastern Counties B26F body. (LTHL collection).

## 1935

164	BTA454	Bristol JJW	JJW175	ECOC	C32R
166	BTA456	Bristol JJW	JJW177	ECOC	C32R
168	BTA458	Bristol JJW	JJW179	ECOC	C32R
170	BTA460	Bristol JJW	JJW181	ECOC	C32R
181	ATT931	Bristol JJW	JJW192	Beadle	C32R
182-183	ATT932-33	Bristol JJW	JJW193-94	Weymann	C32R
184-185	ATT934-35	Bristol JJW	JJW195-96	Beadle	C32R
186-188	ATT936-38	Bristol JJW	JJW212-14	Weymann	C32R
189-190	ATT939-40	Bristol JJW	JJW215-16	Beadle	C32R
760-762	ATT182	Dennis Ace	200367/69-70	Brush	B20F
763	BU0801	Dennis Ace	200466	Brush	B20F
3506	CD7713	Leyland G7	12552	Short	027/24R0
3507	U08675	Reo Sprinter	FAX6	??	C20F
3508	DV5600	Reo Speedwagon	DC3184	??	C14F
3509	U06512	Reo Sprinter	FAX4803	??	C20F
3514	JT1214	Leyland SKP3	3044	Mumford	C26F
3515	TK6072	Reo Pullman	GE190	??	C26F
3516	TK4433	Reo Speedwagon	FB1317	??	C20F
3517	JT1312	Bedford WLB	109803	Duple	C20F
3518	TK9607	Bedford WLB	109173	Duple	C20F
3531	TR7851	Chevrolet LQ	59432	??	C14F

## 1935 (continued)

3532	TR6335	Albion PNC26	5083L	London	
				Lorries	C26D
3533	OW383	Albion PKB26	5501B	??	C26?
3534	OW1879	Albion PV70	11502B	Strachans	C30?
3535	TR9090	Leyland TS2	61277	Strachans	C26D
3536	TR9517	Leyland TS3	60909	Strachans	C26D
3537	TR9922	Leyland TS1	61450	Strachans	C32F
3538	TR9920	Leyland KP1	16	Strachans	C20F
3539	TR8735	Maudslay ML6B	4869	Strachans	C31?
3540	OW3167	AEC Regal	6621486	Harrington	C32R
3541	MK2760	Lancia Pentaiota	966	??	C23?
3542	FY5033	Daimler	??	??	-?-
3543	DR8927	Leyland TS3	61506	Mumford	C32F
3544	DV9316	Leyland TS3	61505	Mumford	C32F
3545	DV1072	Leyland TS2	60842	Mumford	C29D
3546	DR5476	Leyland TS2	60401	Mumford	C30D
3547	DR4882	Leyland LTB1	47787	Mumford	C26R
3548	OD2222	Leyland KP3	259	Mumford	C20D
3549	UK9043	Guy FC	FC23429	Buckingham	C26F
3550	OD5301	Guy FC	FC23789	Mumford	C26R
3551	DV5357	Guy OND	OND9601	Mumford	C20D
3552	UK9224	Guy	??	Buckingham	C25?



## 1935 (continued)

3553	DR524	Guy B	B22012	Mumford	B18F
3554	DV1424	Dennis F	80080	Martin	C26D
3555	TT8546	Dennis 2½-ton	31515	Martin	Ch20
3556	U06061	Dennis 30cwt	52793	Martin	?14?
3563	TT7572	Lati1	26617	??	Ch14
3564	U07273	Reo Pullman Jr	FB460	??	?14?
3565	WX3266	Commer	23006	Barnaby	B20F
3566	CV6522	Willys Overland	1312773	Mumford	B18F
3567	YH9287	Reo Speedwagon F	142456	??	B14F
3570	DV4889	Leyland TS2	60819	Hall Lewis	C31F
3571	DV4925	Leyland TS2	60823	Hall Lewis	C30F
3572-3573	DV5475-76	Leyland TS2	60822/18	Hall Lewis	C30F
3574-3577	DV5477-80	Leyland TS3	61220/23/21-22	Hall Lewis	C30F
3700	RU6712	ADC 424	424012D	Hall Lewis	C24D
3701	RU6715	ADC 424	424011D	Duple	C24D
3702	RU6718	ADC 424	424025D	Duple	C24D
3703	RU6721	ADC 424	424028D	Hall Lewis	C24D
3704	RU6724	ADC 424	424027D	Hall Lewis	C24D
3705	RU6727	ADC 424	424034D	Duple	C24D
3706	RU6730	ADC 424	424024D	Duple	C24D
3707	RU6733	ADC 424	424039D	Duple	C24D
3708	RU6736	ADC 424	424057D	Duple	C24D

## 1935 (continued)

3709	RU7733	AEC 426	426601	Hall Lewis	C28D
3710	RU7735	AEC 426	426604	Hall Lewis	C28D
3711-3713	RU8806-08	AEC Reliance	660038/41/39	Duple	C28D
3714	RU8810	AEC Reliance	660059	Duple	C28D
3715-3716	RU8812-13	AEC Reliance	660040/63	Duple	C28D
3717	RU8816	AEC Reliance	660062	Duple	C28D
3718	RU8819	AEC Reliance	660065	Duple	C28D
3719-3720	RU9033-34	Daimler CF6	7218S/20S	Duple	C28D
3721	LJ650	AEC Regal	662017	Duple	C28D
3722-3723	LJ1502-03	Daimler CF6	7618S/28S	Duple	C28D
3724	LJ1505	Daimler CF6	7624S	Duple	C28D
3725	LJ1509	Daimler CF6	7616S	Duple	C28D
3726	LJ1530	Daimler CF6	7620S	Duple	C28D
3727	LJ1532	Daimler CF6	7638S	Duple	C28D
3728	LJ1512	AEC Regal	662143	Duple	C28D
3729	LJ1522	AEC Regal	662089	Duple	C28D
3730-3731	LJ1524-25	AEC Regal	662090/136	Duple	C28D
3732	LJ1527	AEC Regal	662268	Duple	C28D
3733	TP9329	Chevrolet U	67605	Reading	C14F
3734	UW8656	Gilford 1680T	??	??	C30?
3735	GU4932	Armstrong Siddeley	12639	??	-7-
3736	GU4929	Armstrong Siddeley	12616	??	-7-

**1935 (continued)**

Nos. 164, 166, 168, 170, 181-190 in Royal Blue livery; Nos. 164, 166, 168, 181-183, 185-186, fitted with AEC 7.7 litre engine 5/37, 4/37, 5/37, 12/38, 6/37, 10/39, 6/37, 7/37 respectively; re-bodied by Beadle to B36R in 5/49, 6/49, 5/49, 3/48, 5/49, 5/49, 5/49, 6/49, 5/49 respectively and transferred to bus duties.

Nos. 170, 184, 187-190 fitted with Gardner 5LW engine 12/47, 10/47, 5/47, 11/47, 4/47, 3/48 respectively; re-bodied by Beadle to B36R in 3/48, 10/47, 10/47, 3/48, 9/47, 3/48 respectively and transferred to bus duties.

No. 3506 ex-Southdown Motor Services (No. 153; new 1923); acquired for sea-front service in Bridport.

Nos. 3507-3509 ex-Brown Bear, Appledore (new 1928, 1930, 1928 respectively).

Nos. 3514-3516 ex-Blue Bird, Lyme Regis (new 1934, 1931, 1930 respectively).

Nos. 3517-3518 ex-Pride of Lyme, Lyme Regis (new 1934, 1933 respectively).

Nos. 3531-3542 ex-Tourist Motor Coaches (Southampton) Ltd (new 1929, 1929, 1931, 1932, 1930, 1930, 1931, 1931, 1930, 1933, 1926, 1920 respectively); No. 3536 re-bodied by Beadle to C28R in 12/37; No. 3537 re-bodied by Beadle to C31R in 5/39; No. 3540 re-bodied by Duple to C31F in 6/41; No. 3542 was a car.

**1935 (continued)**

Nos. 3543-352 ex-Silver Cars, Seaton (new 1931, 1931, 1929, 1929, 1929, 1932, 1930, 1933, 1930, 1930 respectively); Nos. 3543-3544 re-bodied by Beadle to C28F in 4/37; Nos. 3545-3546 re-bodied by BBW to B32R in 6/37, 5/37 respectively, No. 3545 re-bodied again by Duple to C32F in 1946; No. 3549 also quoted with rear-entrance.

No. 3553 ex-Bideford Motor Bus Co, Bideford (new 1926).

Nos. 3554-3556 ex-Comfort Coaches, Seaton (new 1929, 1926, 1928 respectively).

Nos. 3563-3566 ex-Brown Bus Service, Padstow (new 1926, 1928, 1930, 1932 respectively).

No. 3567 ex-Bath, Corscombe (new 1927).

Nos. 3570-3577 ex-Devon General (Nos. 162-169; new 1930); Nos. 3574-3577 re-bodied by Beadle to C29R in Royal Blue livery 3/36.

Nos. 3700-3734 ex-Elliott Bros (Royal Blue) Bournemouth Ltd (new 1928[3700-3710], 1929[3711-3721, 3734], 1930[3722-3733]); No. 3721 re-bodied by Beadle to C31R in 4/37; No. 3728 re-bodied by Duple to C32F in 6/38 in green/cream livery; No. 3729 re-bodied by Beadle to C31R in 6/37; No. 3730 re-bodied by Beadle to C32R in 12/35, fitted with Mumford C31R body ex-Western National No. 1050 in 8/49; No. 3731 re-bodied by Beadle to C32R in 12/35; No. 3732 re-bodied by Duple to C32F in 4/38 in green/cream livery; Nos. 3709-3712 re-bodied by Beadle to C28R in 11/35 or 12/35[3710].

**1935 (continued)**

Nos. 3735-3736 were cars; ex-Daimler Hire Ltd (new 1929 to Thomas Tilling, Nos. 1286, 1283 respectively).

Withdrawn **1935** (3507, 3509, 3531, 3541, 3555, 3563, 3700, 3702, 3704, 3708, 3733), **1936** (3508, 3516, 3539, 3542, 3547, 3552-3553, 3564, 3567, 3701, 3734), **1937** (3515, 3532, 3535, 3550-3551, 3554, 3556, 3565-3566, 3570-3573, 3703, 3705-3707, 3713-3716, 3718-3720, 3722-3727), **1938** (3506, 3533, 3538, 3549), **1939** (3514, 3736), **1941** (3536, 3735), **1942** (3534), **1947** (3518), **1948** (3711-3712), **1949** (3517, 3543, 3709-3710, 3717), **1950** (3548, 3574), **1951** (760-763, 3544, 3546), **1952** (3575-3577, 3721), **1953** (3728-3732), **1954** (3537, 3540), **1955** (3545), **1958** (164, 166, 168, 170, 181-190).

## 1936

--	EMF94	AEC Regal II	0862035	Weymann	B34R
10	UF3069	Tilling-Stevens B10A2	??	BBW	C32R
11	UF3597	Tilling-Stevens B10A2	??	BBW	C32R
191-194	ADV138-41	Bristol J05G	J05G.118-21	ECOC	B32R
232	ADV84	Bristol J05G	J05G.122	Beadle	B32R
669	BU0802	Dennis Mace	240050	Brush	B26F
764-766	ADV338-40	Dennis Ace	200448/52/49	Brush	C20F
767-769	ADV341-43	Dennis Ace	200450/62-63	Brush	C20F
770	ADV344	Dennis Ace	200466	Brush	C20F
771-772	BDV119-20	Dennis Ace	200494-95	Mumford	C14F
3581	TK4628	Dennis Dart	75704	Duple	C20D
3582	TK7892	AEC Regal	6621358	Harrington	C32R
3583	TK9301	AEC Regal	6621505	Harrington	C32R
3584	TK9099	Leyland TS4	2374	Duple	C32F
3585	TK7531	Dennis Arrow	110046	Duple	C32F
3586	TK7530	Dennis Arrow	110045	Duple	C32F
3587	TK5933	Leyland TS3	61509	Duple	C30D
3588	TK4979	Dennis GL	70662	Dennis	C20F
3589	TK4650	Dennis GL	70632	Dennis	C20F
3590	JT3055	Dennis Lancet	170980	Duple	C32F
3591	TK2584	Gilford 166SD	10613	Wycombe	C26R
3592	JT990	Commer B50	56040	Harrington	C20F

## 1936 (continued)

3593	JT2382	Dennis Lancet	170807	Duple	C32F
3594	DV868	Graham-Dodge	D201039	??	C20?
3595	OD2908	Willys	15718	??	?20?
3596	U05128	Vandys SPA	10037	??	C20?
3597	FH7243	Graham-Dodge	D226720	??	B20?
3638-3641	CH6256-59	BMMO QC	501/04/10/12	BMMO	C29F
3642	CH7144	BMMO QLC	704	Short	C29F
3646	KX3853	Tilling-Stevens B10B2	5964	Metcalfe	C26?
3647	AYC921	Leyland SKP3	4139	Thurgood	B26F
3648	AYD169	Leyland SKP3	4223	Thurgood	B26F
3649	YD2875	Dennis EV	17941	Thurgood	B32?
3650	YD9533	Dennis Ace	200178	Dennis	B20F
3651	AYC952	Dennis Ace	200285	Dennis	B20F
3652	YD9534	Dennis Ace	200036	Duple	C20F
3653	APD859	Dennis Lancet	170211	Dennis	C32R
3654	ATA111	Dennis Ace	200205	Duple	B20F
3655	OD1743	Bedford WLB	108444	Willmott	B20F
3656	GJ9591	GMC T30	303888	Willmott	C20?
3657	DV5591	Chevrolet U	65488	??	B14F
3658	UX6621	Chevrolet LQ	65541	??	B20F
3659	DV1204	Chevrolet LQ	52567	??	B20F
3660	PF7713	Dennis 30cwt	??	Dennis	B14F

## 1936 (continued)

3661	AOD952	Bedford WTB	110547	Duple	C25F
3662-3663	AOD869-70	Bedford WTB	110704/683	Duple	C25F
3664-3665	AOD871-72	Bedford WTB	110697/712	Duple	C25F
3666	AOD873	Bedford WTB	110684	Duple	C25F
3667	MV2675	AEC Regal 4	642020	Brush	B20R
3668	TK8937	Dennis Lancet	170265	Dennis	C32R
3669	JT2855	Bedford WTL	875106	Willmott	C26F
3670	JT4140	Bedford WTB	110205	Duple	C26R
3671	ARU673	AEC Regal 4	642153	Lee	B32R
3672	JT2698	Bedford WTL	876081	Duple	C26R
3673	DV6282	Willys-Overland	1013575	Mumford?	B16?
3674	DV8265	Willys-Overland	1011482	Mumford?	B14?
3675	YC7988	AJS Pilot	136	??	B26?
3676	TT7495	Albion PK26	5002J	??	B24F
3677	OD6397	Albion PHA49	15007D	Mumford	C20?
3737	GU2174	Gilford 166SD	10680	Duple	C26?
3738	UV3271	Gilford 1660T	10844	Duple	C26F
3739	UW2519	Gilford 1660T	11050	Duple	C26F
3740-3741	DV5739-40	Lancia Pentaiota	3091-92	??	C26R
3742	DV6126	Lancia Pentaiota	3083	??	C26R
3743	Y2423	Lancia IB	6197	??	-8-



**1936 (continued)**

EMF94 on loan from AEC Ltd from 6/36 to 9/36 and carried Southern National fleetnames.

Nos. 10-11 acquired 10/35 as chassis only; ex-Southdown Motor Services (Nos. 609, 637 respectively; new 1928); re-bodied as shown and entered service 2/36.

Nos. 192-194 re-bodied by Beadle to B36R in 3/48, 3/48, 5/48 respectively. No. 232 re-bodied by Beadle to B36R in 4/48.

Nos. 764-770 re-seated to B20F in 4/49, 10/46, 10/46, 3/49, 3/49 respectively.

Nos. 3581-3593 ex-Greyhound Coaches (Weymouth) Ltd (new 1930, 1932, 1933, 1933, 1932, 1932, 1931, 1930, 1930, 1935, 1929, 1934, 1935 respectively); No. 3582 re-bodied by Duple to C32F in 9/40; Nos. 3584, 3587 re-bodied by Duple to C31F in 8/40, 12/40 respectively.

Nos. 3594-3597 ex-Ensign Carriages, Appledore (new 1929, 1932, 1928, 1931 respectively).

Nos. 3638-3642 ex-Trent Motor Traction Co (Nos. 600-603, 650 respectively; new 1927[600-603] or 1928[650]).

Nos. 3646-3653 ex-Sully & Sons, Ilminster (new 1929, 1935, 1935, 1931, 1934, 1935, 1934, 1933 respectively).

Nos. 3654-3660 ex-Orange & Black Coach Services, Branscombe (new 1934, 1932, 1930, 1930, 1930, 1929, 1927 respectively).

No. 3661 had body completed by Dowell, Exeter.

### 1936 (continued)

Nos. 3667-3672 ex-Portland Express, Portland and Easton (new 1932, 1933, 1935, 1936, 1935, 1935 respectively); No. 3667 fitted with Beadle B??R body from unidentified vehicle by 1948; No. 3671 fitted with 1936 ECOC B32R body from unknown Bristol J05G in 1949.

Nos. 3673-3677 ex-Pioneer Service, Beer (new 1930, 1931, 1929, 1926, 1933 respectively); Nos. 3673, 3675 not operated by Southern National.

Nos. 3737-3743 ex-Scarlet Pimpernel Cars & Motor Supply Co, Ilfracombe (new 1929, 1929, 1929, 1930, 1930, 1930, 1921 respectively); Nos. 3740-3743 not operated by Southern National; No. 3743 was a taxi.

Withdrawn **unknown** (3662-3665), **1936** (3594, 3596, 3647, 3674, 3676, 3738), **1937** (3588-3589, 3591, 3595, 3597, 3638-3641, 3656-3657, 3659, 3737, 3739), **1938** (3581, 3649, 3658, 3660), **1940** (191, 765, 769, 771-772, 3642, 3648, 3654), **1942** (3585), **1944** (3670), **1945** (3653), **1946** (3592, 3668), **1947** (669, 3586, 3655, 3669, 3672, 3677), **1948** (3646), **1949** (3590, 3593), **1950** (3667, 3671), **1951** (764, 766, 768, 770, 3650, 3651-3652), **1952** (767, 3584, 3587), **1953** (3583, 3661, 3666), **1954** (3582), **1958** (192-194, 232).



No. 3650 (YD9533), now in preservation, was acquired by Southern National with the business of Sully & Sons in 1936. It was a 1934 Dennis Ace with Dennis B20F bodywork and remained in the fleet until 1951. (LTHL collection).

1937

237-240	ETA984-87	Bristol G05G	G05G.197-200	Beadle	H30/26R
243-244	ETA988-89	Bristol K5G	42.10-11	Beadle	H30/26R
460-462	CTA548-50	Bedford WTB	110970/78/73	Duple	C25F
463-465	CTA551-53	Bedford WTB	111017/33-34	Duple	C25F
1000-1005	ETA233-38	Leyland TS7D	13900-05	Beadle	B44C
1058-1065	ETA992-99	AEC Regal	06622338-41/30-33	Duple	C31F
3744	YC9694	Thornycroft BC	19345	Hall Lewis	C29?
3745	BYC702	Dennis Ace	200517	Dennis	FB20F
3747	TK767	Reo Sprinter	??	??	B20?
3748	TK3482	Morris R	2613R	??	B14?
3749	TK6491	Citroen Economy	K1963	??	C20?
3750	TK2800	Chevrolet	??	??	C14?
3751	BGH446	Bedford WLB	109560	Willmott	C20F
3752	PR2800	Sunbeam	1314D	??	-6-
3753	ALJ535	Bedford WLB	109884	Duple	B20F
3754	ALH975	Bedford WLB	109165	Willmott	B20F
3755	LJ5742	Bedford WHB	100032	Duple	B14F
3756	LJ2034	Commer 6TK	28066	??	?20?
3757	TK473	Reo	??	??	B??F

Nos. 237-240 re-bodied by ECW to L27/28R in 4/49, 6/49, 4/49, 8/49 respectively.

### 1937 (continued)

Nos. 243-244 re-bodied by Beadle to L27/28R in 6/50.

Nos. 1058-1065 in Royal Blue livery; Nos. 1058-1061, 1063-1065 re-bodied by Beadle to C31F in 4/49, 3/49, 3/49, 3/49, 3/49, 4/49, 3/49 respectively; No. 1062 re-bodied by Duple to C31F in 4/41 following fire.

Nos. 3744-3745 ex-Blue Bird, Yeovil (new 1930, 1936 respectively).

Nos. 3747-3752 ex-Blue Comfy Cars, Langton Maltravers (new 1937, 1929, 1931, 1929, 1934, 1924 respectively); No. 3752 was a car and was not operated by Southern National.

Nos. 3753-3756 ex-Safety Coaches, Corfe Castle (new 1935, 1933, 1932, 1930 respectively).

No. 3757 ex-Charles, Leigh (new 1928).

Withdrawn **1937** (3747-3751, 3756-3757), **1938** (3744), **1941** (3755), **1947** (3754), **1948** (3753), **1949** (3745), **1951** (460, 464), **1953** (461-463), **1955** (465, 1000-1005), **1957** (1058-1065), **1958** (237-240), **1959** (243), **1961** (244).



No. 1000 (ETA233) was one of 6 Leyland TS7D six-wheel chassis with Beadle 44-seat centre-entrance bodywork dating from 1937. All spent their working lives on the Weymouth-Portland services. (LTHL collection).

## 1938

271-280	ETT93746	Bristol L5G	43.4-13	Mumford	B31R
466-467	ETA990-91	Bedford WT8	111998-2014	Duple	C25F
468-471	ETT977-80	Bedford WT8	112017/19/16/1996	Duple	C25F
472-475	ETT981-84	Bedford WT8	112049/42/36/44	Duple	C25F
773-779	CU0137-43	Dennis Ace	200579/82-87	Mumford	B20F
2583	DR3870	Leyland TD1	70116	Leyland	L24/24R0
2854	DR5163	Leyland TD1	70598	Leyland	L24/24R0
3772	JT882	Bedford WLB	109510	Lee	B20F
3773	TT8194	GMC	321394	??	B20F
3774	U06381	GMC	645113	??	B20F
3775	TA3003	Republic	17534	??	B16F
3776	BXA203	Daimler LQ3	35788	Windover	-6-
3777	JA5719	Daimler LQ3	36693	Windover	-6-

Nos. 271-280 re-bodied by Beadle to B36R in 10/49, 1/50, 12/49, 2/50, 11/49, 12/49, 11/49, 10/49, 11/49, 3/50 respectively.

Nos. 2583, 2854 ex-Western National (Nos. 2583, 2854 respectively; new 1928, 1929 respectively to National Omnibus & Transport Company with same fleet numbers); Nos. 2583, 2854 re-bodied by Beadle to L26/26R in ?/47, 9/46 respectively).

No. 3772 ex-Blue Bird Service, Bridport (new 1934).

### **1938 (continued)**

Nos. 3773-3775 ex-Simpson & Sons, Woolacombe (new 1926, 1928, 1922 respectively); No. 3775 probably not operated by Southern National.

Nos. 3776-3777 ex-Stratstone Ltd, London; both were cars and used for hotel work in Newquay.

Withdrawn **1938** (3773-3774), **1940** (778), **1946** (3772), **1949** (3776-3777), **1950** (773-777, 779), **1951** (466-468), **1952** (471-475), **1953** (469-470), **1954** (2854), **1955** (2583), **1958** (274), **1959** (271-273, 275-280).



## 1939

288-290	DDV39-41	Bristol K5G	47.024-26	Beadle	L30/26R
305-311	DDV32-38	Bristol L5G	48.094-100	Mumford	B31R
476-478	DDV42-44	Bedford WTB	9952/618/10383	Duple	C25F
479-481	DDV45-47	Bedford WTB	10100/1016/0943	Duple	C25F
482-485	DDV48-51	Bedford WTB	11463/08/609/820	Duple	C25F
486-488	DDV52-54	Bedford WTB	11867/625/944	Duple	C25F
489-491	DDV55-57	Bedford WTB	12714/861/757	Duple	C25F
492-493	DDV58-59	Bedford WTB	12056/244	Duple	C25F
3781	AJY988	Bedford WTB	111763	Mumford	C25F
3782	BAF565	Bedford WLB	110068	Mumford	C25F
3783	CV622	Chevrolet	??	??	C14F
3784	CV2984	Chevrolet U	67204	??	C14F
3785	CV2347	Willys-Knight	10284	??	C12?
3786	CV2973	BAT Cruiser	3X129	Mumford	C20?

Nos. 305-311 re-bodied by Beadle to B36R in 4/50[306,310] or 5/50[305,307-309,311].

Nos. 288-290 re-bodied by Beadle to L27/28R in 7/50.

Nos. 3781-3786 ex-Grey Morwenna Tours, Bude (new 1938, 1935, 1929, 1930, 1930, 1930 respectively).

**1939 (continued)**

Withdrawn **1939** (3784-3785), **1940** (3783, 3786), **1947** (3786), **1951** (3781), **1952** (476-479), **1953** (480, 485-486, 488, 490-491), **1954** (484, 489, 492-493), **1955** (481-483, 487), **1958** (306), **1959** (288-290, 307-308, 311), **1960** (305, 309), **1962** (310).

**1940**

<b>319-322</b>	<b>DOD521-24 Bristol K5G</b>	<b>55.009-12</b>	<b>ECW</b>	<b>L30/26R</b>
<b>336-340</b>	<b>DOD525-29 Bristol L5G</b>	<b>52.032-36</b>	<b>BBW</b>	<b>B31R</b>
<b>494-497</b>	<b>DOD543-46 Bedford OB</b>	<b>6402/595/189/220</b>	<b>Duple</b>	<b>C26F</b>
<b>498-500</b>	<b>DOD547-49 Bedford OB</b>	<b>6083/7122/6708</b>	<b>Duple</b>	<b>C26F</b>
<b>501-502</b>	<b>DOD550-51 Bedford OB</b>	<b>5422/9011</b>	<b>Duple</b>	<b>C26F</b>
<b>503-504</b>	<b>DOD552-53 Bedford OB</b>	<b>8918/9022</b>	<b>Duple</b>	<b>C26F</b>

Nos. 319-322 re-bodied by Beadle to L27/28R in 8/50, 6/50, 10/50, 7/50 respectively.

Nos. 336-340 re-bodied by Beadle to B36R in 5/50, 4/50, 6/50, 4/50, 5/50 respectively.

No. 496 rebuilt to forward control as FC28F in 6/54.

Withdrawn **1940** (499), **1954** (495, 497), **1955** (494, 496, 498, 500-504), **1960** (336-337, 339), **1961** (319-322, 340), **1962** (338).

**1941**

**357-359 FTA640-42 Bristol K5G 55.093/96/99 ECW L30/26R**

Nos. 357-359 re-bodied by BBW to L27/28R in 4/54.  
 Withdrawn **1967** (357-359).

**1942**

<b>80</b>	<b>GTA833</b>	<b>Guy Arab I</b>	<b>FD25577</b>	<b>Strachans</b>	<b>L27/28R</b>
<b>360</b>	<b>GTA396</b>	<b>Bristol K5G</b>	<b>57.011</b>	<b>Duple</b>	<b>L27/28R</b>
<b>372-373</b>	<b>GTA394-95</b>	<b>Bristol L5G</b>	<b>56.009-10</b>	<b>Strachans</b>	<b>B35R</b>
<b>505-507</b>	<b>DOD554-56</b>	<b>Bedford OWB</b>	<b>8813/81/10516</b>	<b>Duple</b>	<b>B32F</b>

No. 360 re-bodied by ECW to L27/28R in 7/55.  
 Nos. 372-373 had chassis lengthened to LL5G specification and re-bodied by BBW to B39R in 3/54, ?/54 respectively.  
 Withdrawn **1955** (505-507), **1957** (80), **1962** (360), **1965** (372-373).



No. 80 (GTA833) was a solitary wartime Guy Arab I with Strachans L27/28R bodywork allocated to Southern National in 1942. Alongside is No. 364 (HTT992), a Bristol K5G with ECW L27/28R bodywork dating from 1946. (LTHL collection).

**1943**

<b>508-510</b>	<b>DOD557-59</b>	<b>Bedford OWB</b>	<b>11210/312/3589</b>	<b>Duple</b>	<b>B32F</b>
<b>511-513</b>	<b>DOD560-62</b>	<b>Bedford OWB</b>	<b>13630/51/59</b>	<b>Duple</b>	<b>B32F</b>
<b>514</b>	<b>JTA270</b>	<b>Bedford OWB</b>	<b>13665</b>	<b>Duple</b>	<b>B32F</b>
<b>772</b>	<b>BDV120</b>	<b>Dennis Ace</b>	<b>200495</b>	<b>Mumford</b>	<b>C14F</b>

No. 772 ex-War Department (new 1950 to Southern National No. 772[qv]).  
 Withdrawn **1950** (772), **1955** (508-514).

**1944**

<b>361-362</b>	<b>FTT695-96</b>	<b>Bristol K6A</b>	<b>W1.006-07</b>	<b>Strachans</b>	<b>L27/28R</b>
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Nos. 361-362 re-bodied by ECW to L27/28R in 7/55.  
 Withdrawn **1968** (362), **1969** (361).

1945

363	FTT701	Bristol K6A	W1.138	Strachans	L27/28R
2802	YC4663	Leyland LSC3	47593	Strachans	B32R
2816	YC4905	Leyland LSC3	47732	Strachans	B32R
3648	AYD169	Leyland SKP3	4223	Thurgood	B26F

Nos. 2802, 2816, 3648 ex-War Department (new 1929, 1929, 1935 formerly with Southern National 1929[qv] and 1936[qv]).

Withdrawn **1949** (3648), **1950** (2802, 2816), **1961** (363).



No. 363 (FTT701) was a 1945 Bristol K6A with Strachans utility L27/28R bodywork. (LTHL collection).

**1946**

<b>364</b>	<b>HTT992</b>	<b>Bristol K5G</b>	<b>W3.081</b>	<b>ECW</b>	<b>L27/28R</b>
<b>821-823</b>	<b>HTT993-95</b>	<b>Bristol K5G</b>	<b>W3.146-48</b>	<b>ECW</b>	<b>L27/28R</b>
<b>824</b>	<b>HTT996</b>	<b>Bristol K5G</b>	<b>62.001</b>	<b>ECW</b>	<b>L27/28R</b>
<b>2000</b>	<b>FU0481</b>	<b>Beadle-Leyland</b>	<b>JCB2</b>	<b>Beadle/SNOC</b>	<b>B33R</b>
<b>3154-3155</b>	<b>DX7885-86</b>	<b>Leyland TS2</b>	<b>60371/73</b>	<b>Hall Lewis</b>	<b>C28F</b>
<b>3158</b>	<b>VF7690</b>	<b>Leyland TS3</b>	<b>61194</b>	<b>United</b>	<b>C28F</b>

No. 2000 built at Bideford workshops from Beadle body parts and units from Leyland SKP3 No. 3647 [AYC921] ex-Sully & Sons 1936.

Nos. 3154-3155, 3158 ex-Eastern Counties Omnibus Co (Nos. AT121-122, AT126; new 1929, 1929, 1930 respectively); No. 3158 re-bodied by Strachans to B35R in ?/49.

Withdrawn **1950** (3154), **1951** (3155), **1956** (3158), **1957** (2000), **1959** (821-824), **1964** (364).



## 1947

515-517	HU0668-70	Bedford OB	49376/419/59834	Beadle	B30F
518	HU0671	Bedford OB	60181	Beadle	B30F
530-531	HU0683-84	Bedford OB	44739/857	Duple	C27F
825-827	HTT997-99	Bristol K5G	62.081-82/85	ECW	L27/28R
859-863	JU0963-67	Bristol K6A	64.044/43/78-80	ECW	L27/28R
864-866	JU0968-70	Bristol K5G	64.158-60	ECW	L27/28R
2930-2932	JU0990-92	Leyland PD1A	470826/984/1271	ECW	L27/28R
3435	VE2142	Leyland LT2	51363	Beadle	B34R
3437	VE2143	Leyland LT2	51152	Beadle	B34R
3439	VE2144	Leyland LT2	51452	Beadle	B34R

No. 3435 rebuilt from parts of 1929 Leyland LT1/Dodson B32F VE2142 [chassis 50648] ex-Eastern Counties Omnibus Co (No. AT121) acquired 2/46 and chassis frame of 1931 Leyland LT2 CK4498 [chassis no. 51363] ex-Ribble Motor Services acquired ?/46, assuming chassis number of CK4498 and registration of VE2142.

No. 3436 rebuilt from parts of 1929 Leyland LT1/Dodson B32F VE2143 [chassis 50646] ex-Eastern Counties Omnibus Co (No. AT122) acquired 2/46 and chassis frame of 1930 Leyland LT2 UP4281 [chassis no. 51152] ex-Sunderland District Omnibus Co acquired ?/46, assuming chassis number of UP4281 and registration of VE2143.

**1947 (continued)**

No. 3439 rebuilt from parts of 1929 Leyland LT1/Dodson B32F VE2144 [chassis 50648] ex-Eastern Counties Omnibus Co (No. AL83) acquired 2/46 and chassis frame of 1931 Leyland LT2 VE4805 [chassis no. 51452] ex-Eastern Counties Omnibus Co acquired ?/46, assuming chassis number of VE4805 and registration of VE2144.

Withdrawn **1955** (516-518, 530-531), **1956** (3435, 3437, 3439), **1957** (515), **1960** (859-861), **1961** (2931), **1962** (2930, 2932), **1964** (862, 865), **1965** (825-827, 866), **1966** (863).



No. 2933 (JU0992) was one of three Leyland PD1A chassis with ECW L27/28R bodywork that joined the fleet in 1947. (LTHL collection).

1948

519-522	HU0672-75	Bedford OB	65171/473/81/7753	Beadle	B30F
523-526	HU0676-79	Bedford OB	67952/96/70143/48	Beadle	B30F
527	HU0680	Bedford OB	71836	Beadle	B30F
532-534	HU0685-87	Bedford OB	45920/58139/61401	Duple	C27F
568-570	HOD108-10	Bedford OB	76591/7612/727	Duple	C27F
571-572	HOD111-12	Bedford OB	79834/80498	Duple	C27F
867-869	JU0971-73	Bristol K5G	64.190/66.006-07	ECW	L27/28R
870-873	JU0974-77	Bristol K5G	66.079-80/124-25	ECW	L27/28R
900-902	HOD84-86	Bristol K6A	68.054-55/101	ECW	L27/28R
903-905	HOD87-89	Bristol K6A	68.099/98/100	ECW	L27/28R
1072-1074	JU0994-96	AEC Regal III	0682187/85-86	Strachans	B35R
1075-1077	JU0997-99	AEC Regal III	0682189-90/88	Strachans	B35R
1213-1216	JU0978-81	Bristol L6B	65.027/46/08-09	Beadle	C31F
1217-1219	JU0982-84	Bristol L6B	65.073/78-79	Beadle	C31F
1220-1222	JU0985-87	Bristol L6B	67.034/76-77	Beadle	C31F
1223-1224	JU0988-89	Bristol L6B	67.168-69	Beadle	C31F
1235-1237	HOD98-100	Bristol L6A	71.004/08/19	Beadle	C31F
2933	JU0993	Leyland PD1A	472305	ECW	L27/28R

Nos. 1213-1224, 1235-1237 in Royal Blue livery.

### **1948 (continued)**

Nos. 1213-1224 had chassis lengthened to LL6B specifications and re-bodied by ECW to FB39F in 3/58, 3/59, 9/58, 5/58, 9/58, 9/58, 9/58, 8/58, 9/58, 9/58, 9/58, 9/58 respectively and transferred to bus duties; Nos. 1216, 1222 had cut-away rear end for use on Sandbanks ferry services. Nos. 1214-1215 did not operate for Southern National in their new form but were transferred to Western National on completion.

No. 1236 body burnt out 5/51; subsequently had chassis lengthened to LL6B specification and re-bodied by BBW to B39R 5/54 and transferred to bus duties.

Withdrawn **1952** (525), **1955** (519-521, 532-534, 568-570), **1957** (522-524), **1958** (571-572, 1215), **1959** (1214, 1235), **1960** (526-527, 1237), **1961** (1072-1077), **1962** (2933), **1964** (868, 902), **1965** (867, 869-873, 901, 905), **1966** (903-904, 1236), **1967** (900), **1969** (1213, 1217-1224).

Southern National Omnibus Company 1929-1969 Part 1: 1929-1948



No. 1074 (JU0996) was an AEC Regal III dating from 1948 with Strachans B35R bodywork. (Bus Archive).

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